



Number 075 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 16-03-2011**

News reports received from readers and Internet News articles copied from various news sites.



EERLAND SHIPREPAIR B.V.

Core activities at Eerland Shiprepair are mainly:

- Restoration activities, employing our self propelled crane ship Marine Service 1, lifting 35 metric tons up to a reach of 45 m;
- Ship repair; domestic and abroad
- Under water activities, employing our mobile docks;
- Qualified welding jobs for steel, aluminium, stainless steel and duplex;
- Overhauling of winches of all brands;
- Repair of gangways, quays, pontoons, etc.
- You can find more about our projects at our website.

IJzerwerkkade 41, 3077 MC Rotterdam, Harbour no. 1095
Tel. +31 (0) 10-483 48 88; Fax +31 (0) 10-482 23 25
info@eerlandshiprepair.nl www.eerlandshiprepair.nl



The RICHARD TIDE seen anchored off Singapore – Photo : Piet Sinke ©

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the maritime interested people at sea and ashore
PLEASE SEND ALL PHOTOS / ARTICLES TO :

newsclippings@gmail.com

If you don't like to receive this bulletin anymore :
To unsubscribe click [here](#) (English version) or visit the subscription page on our website.
<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

EVENTS, INCIDENTS & OPERATIONS



Above seen the 2010 built NLD flag and owned offshore supply ship **VOS PREVAIL** entering Grand Harbour, Malta for diving/bunkering operations on Saturday 12th March 2011 before heading to Aberdeen, Scotland.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Seaway Heavy Lifting Wins Deal to Install Substations and Foundations on Sheringham Shoal (UK)

Seaway Heavy Lifting announces that it's being awarded by **Scira Offshore Energy Ltd** the Foundation installation contract, including installation of two offshore Substation Topsides for the Sheringham Shoal project.



Sheringham Shoal is a wind farm of 88 turbines and 2 substations over an area of 35 km², located east of the UK approximately 17 to 23 km from the north Norfolk coastal Sheringham and 5km north of the offshore sand bank known as Sheringham Shoal. For this project SHL will install the remaining wind turbine foundations consisting of 66 Mono Piles and 71 Transition Pieces as well as the two Substation Topsides, with the **Oleg Strashnov** making this the first project to be performed with our new vessel. The work further includes the inland transport of the Mono Piles from Kats to Flushing and providing the

equipment and services for the grout connections between the Mono Piles and the Transition Pieces.

The water depth on the wind farm varies from 14 to 24 m LAT. The Mono Piles have a tip diameter 4,740 – 5,700 mm, a top diameter of 4,740 mm and a length between 40 and 61 meter, weighing between 375 and 531mt. The Transition Pieces are 25 m in height, with a diameter of 5,000 mm and a weight of 220mt. The Substation Topsides have a weight of 800mt each. With this project, SHL will again be able to show its valuable contribution for installing offshore turbine foundations and substations.

Seaway Heavy Lifting is an international offshore installation and removal contractor experienced in the installation and removal of offshore oil and gas platforms as well as large foundation structures for offshore wind industry. SHL's expertise, equipment and track record ensures that the oil- and utility companies' assets are installed in a safe, reliable and timely manner. SHL's current main assets are the DP3 monohull crane vessel **Oleg Strashnov** with, 5000mt revolving lift capacity, and the **Stanislav Yudin**, a monohull crane vessel with 2500mt revolving lift capacity. **Source : Offshorewind.biz**



AVRA *Wij zijn op zoek naar jou !*
TOWAGE BV

Wij zijn op zoek naar Nederlandse kapiteins met sleepervaring en stuurlieden met of zonder sleepervaring om onze sleepboten te bemannen.

Als AVRA kapitein of stuurman moet je in het bezit zijn van de benodigde papieren. Omdat wij wereldwijd varen is een vaarbevoegdheid voor onbeperkt vaargebied een must.

Nieuwsgierig? Bel of email ons : 010-2810886 / operations@avra.nl

India captures 61 Somali pirates after clash

The Indian navy has captured 61 suspected Somali pirates and rescued 13 fishermen after a firefight with a pirate mothership in the Arabian Sea, a navy spokesman said Monday. "A total of 74 men have been apprehended of which 61 are suspected to be Somali pirates," Indian navy spokesman P.V.S Satish said, adding the incident happened on Saturday night within Indian waters. A total of 13 fishermen on board the mothership, a Mozambique-flagged fishing boat, were rescued after the firefight that took place 690 miles (1,100 kilometres) from the west coast of India.

The **Vega 5** fishing boat was hijacked December last year and was being used as a base for the pirates, who were found with small arms as well as rocket-propelled grenades and fuel drums. A statement from the navy said its fast-attack craft, the INS Kalpeni, directed "limited" fire on the vessel after being shot at. Last month, India warned of an increased threat to shipping off its southwest coast, as Somali pirates hunt targets beyond African waters to evade the clutches of an international naval force. There has been a rise in pirate attacks on merchant vessels within Indian waters recently and shipping has been warned to steer clear of danger areas, according to the Indian Coastguard. Fifteen suspected pirates -- 12 Somalis, two Ethiopians and a Kenyan -- face trial in India on charges including attempted murder after they were caught in January.



HAL's **MAASDAM** seen moored in Willemstad (Curacao)

Photo : Kees Bustraan – <http://community.webshots.com/user/cornelis224> (c)



TURBONED
WORLDWIDE TURBOCHARGER SERVICE AND PARTS

We care, that's why we try harder

TEL: +31 78 620 52 52
SERVICE@TURBONED.NL

The UK P&I Club's latest 'legal briefing' homes in on the ballast water management convention

The UK P&I Club has chosen to focus its latest Legal Briefing publication on the International Convention for the Control and Management of Ships' Ballast Water and Sediments, adopted by the IMO in 2004.

Implementation of the Convention is now probably just two years away and ship owners and managers are coming under increasing pressure as they struggle to be ready in time. Over the past 20 to 30 years, the consequences of Invasive Alien Species (IAS) travelling around the globe in ships' ballast water have become increasingly apparent. Fisheries are being damaged, river banks are being eroded and power stations are spending millions of dollars keeping their water intakes clear. Global pressure persuaded the IMO to act and this 2004 Convention was the result.

The Convention will come into force one year after 30 states, representing 35 per cent of the world's tonnage, sign up without reservation or have ratified it. So far 27 countries representing just over 25 per cent of the world's tonnage

have done so. It is impossible to know for certain how much longer it will take to reach the target of 30 states/35 per cent of the tonnage because to become a signatory, each government must find time in its own legislative process to address this subject. However, with outstanding states such as Panama having already enacted national legislation and the EU likely to urge its members to act, developments could be rapid. Jacqueline Tan, UK Club senior claims executive and author of the Legal Briefing, warned: "The ratification of the Convention and unilateral adoption of ballast water regulations in other countries means the time available for adopting the operational and documentary procedures is diminishing quickly. "It could place shipowners and crews under considerable pressure to achieve compliance let alone get to grips with the operational complexities of ballast water regulations." Standards to be applied and shipowners' responsibilities The Convention recognises that ships differ in type, size and configuration and so initially allows for two standards of ballast water management: the Ballast Water Exchange Standard (BWE) – which is only acceptable until January 2014 or 2016 depending on the ballast capacity of the ship - and the Ballast Water Performance Standard (BWP) where ballast water must be treated prior to discharge. Details of both standards and the relevant methods for conducting ballast water exchange are outlined in the UK P&I Club's Legal Briefing. In order to check and assist with compliance to the afore mentioned regulations, the Convention imposes strict requirements in relation to documents that should be on board the ship at all times. These are a Ballast Water Management Plan specific to each ship, a Ballast Water Record Book, which may be in the form of an electronic record system or integrated into another record book or system, and an International Ballast Water Management Certificate. This certificate may be issued by the flag state or by surveyors or organisations nominated by the flag state. The Convention allows Port State Control officers to board the ship to check that the ship has on board a valid certificate, to inspect the Ballast Water Record Book and to take a sample of the ship's ballast water. Should any concerns come to light during an inspection, a more detailed inspection may be carried out but all efforts should be made to avoid undue delay to the movement or the departure of the ship. Timetables, sanctions and allowed exceptions The Legal Briefing also gives details of the timetable for compliance and the sanctions that apply in case of non-compliance or violations. Sanctions are established under the law of the flag state for the ship concerned and these sanctions will be applicable wherever the violation occurs. There are of course times when exceptions have to be made such as when a ship finds herself in an emergency situation or there is an accidental discharge despite all reasonable precautions having been taken. Ships are also allowed to discharge untreated ballast water if the discharge location is the same as where it was taken onboard.

There are many things a shipowner needs to do before the Convention comes into force and some are now becoming really urgent says the UK P&I Club. For example, a shipowner needs to conduct a study of all ballast water treatment systems available. Modifying or installing a ballast water treatment system is very costly and the Club warns that many uncertainties are making the choice of a suitable system extremely difficult. Furthermore there are not enough installation facilities to cope with the necessary work and a first-come, first-served system would not favour indecisive owners. There is now, the Club believes, a sufficient choice of equipment for ships with ballast capacities below 5,000 m³ but this is still not the case for ships with ballast capacities above 5,000 m³. To make matters worse, new systems submitted for approval are not being approved sufficiently quickly, thus limiting choice. Recent US legislation has further added to the confusion. The current New York State ruling requires a performance standard up to 1,000 times more stringent than the BWP standard in the Ballast Convention. There is however at present no known equipment capable of meeting this standard. The owner then needs to devise a Ballast Water Management Plan and have it approved by the ship's classification society. The classification society, if authorised by the flag state to do so, will then issue the ship with a complying certificate. When this is completed, all crew members and staff who will be involved in operating the ballast water management system onboard the ship must be properly trained to do so. It can be seen that the time frame involved is not easily reduced in length.

The transfer of Invasive Alien Species (IAS) by ships has been a known problem for centuries. In the days of wooden sailing ships, IAS would travel the world hidden in holes that had been bored into the hull planking or in the layers of weed that were common on ships' hulls – wood and steel alike - until just a few decades ago. Only when modern biocides were applied to hulls did this aspect of the problem diminish but by then, IAS had established other ways of travelling the globe, most notably in ballast water. Ballast has always played a role in the transfer of IAS, notably plant species in the days when ballast consisted of solid bulk materials. Roughly speaking, the migration of marine organisms and crustaceans really took off with the widespread adoption of water ballast tanks in the 1950s/60s and the growth of ship sizes in the 1980s onwards. Once established, IAS can have a massive negative effect on local environments. No doubt because of its size and the fact that it is edible, the Chinese mitten crab (*Eriocheir sinensis*) is perhaps best known but the North American Comb Jellyfish (*Mnemiopsis leidyi*) and Northern Pacific Seastar (*Asterias amurensis*) are just two other species that cause serious headaches for the human populations that live alongside their newly adopted habitats. All three interfere with commercial and private fishing activities while the mitten crab is also well-known for damaging river banks even in urban areas. The North American Comb Jellyfish wreaks havoc by

feeding heavily on zooplankton and has contributed significantly to the collapse of fisheries in the Black and Azov Seas while the North Pacific Seastar has arrived in Southern Australia to feed on shellfish including commercially valuable scallop, oyster and clam species. Another traveller in ballast water is the Zebra Mussel (*Dreissena polymorpha*). Originally from freshwater lakes in Russia, it is believed to have arrived in North America via the Great Lakes. According to the Center for Invasive Species Research at the University of California, Riverside, it costs the US over \$500 million per annum as it has further migrated to other lakes where build-ups of mussels restrict water flows into power stations and other water-dependent facilities. **Source: UK P&I Club**



ISKES **GINGER** seen arriving in Sunderland – **Photo : Kevin Blair ©**



Shipping industry confident about Japan staging 'early' recovery

Even though the impact of the devastating earthquake and tsunami that rocked global economic powerhouse Japan on Friday will be felt by its shipping industry and auxiliary services at least for the next couple of months, sources in Qatar's shipping industry are hopeful that Japan would recover from the setbacks at "the earliest".

Their hopes are based on the excellent track record of the Japanese in facing and overcoming natural disasters and other calamities that has hit parts of that country at intervals in previous years. "Having seen the remarkable enterprise and managerial abilities of the Japanese on different occasions, I'm sure the country would overcome the tough challenges that it is facing in the wake of the cruellest disaster in recent times," said a senior manager at one of the top-notch shipping firms, which deals with companies in Japan and who also makes regular visits to the country as part of his company's business operations. The GCC states accounted for business worth more than \$130bn with Japan in 2009, with most of it carried out by sea. Qatar's business with Japan alone was worth more than \$17bn in the same year, the Japanese foreign affairs ministry has reported on its website. Most of Qatar's \$15bn plus exports to Japan in 2009 constituted petroleum products and natural gas, it said, while the imports were mostly heavy equipment and automobiles. "Even though it is too early to say if the movement of ships towards some of the major ports of the GCC will be effected in the wake of the latest developments, there is every reason for us to be optimistic about the Japanese abilities to put their house in order at the earliest," added another official of a major shipping house. "My inquiries yesterday found that the Japan government is carrying out relief operations at an amazing pace," he added. For the next few weeks, there is a possibility that the export of new automobiles to the region will be affected, according to the manager. Similarly, onward traffic to Japan, too, will also be slow in the coming weeks, it is

understood. The local shipping official said inquiries made by his company in the last 24 hours found that there had been major damage to one or two of the northern ports, which were not far off from the epicentre of the earthquake. "Container shipping may be impacted by lack of exports from the Japanese factories, causing liner companies to leapfrog Japanese ports on their trans-Pacific trading lanes," BIMCO, an independent shipping forum has reported in Copenhagen. "Both imports and exports may be affected by force majeure," it said. Other analysts said the earthquake may be the most expensive natural disaster, with estimates of insurance losses running as high as \$10bn. All ports in the northern area of Japan are assumed to be out of order as operations have stopped and port facilities may have been washed away, according to BIMCO.

One of the leading online newspapers, JOC, specialising in global and regional shipping events has reported extensive damage to a port at Yokohama, which handles considerably high levels of automobile and heavy equipment.

In the short-term, the demand for shipping will stop and will only slowly start to move once things are normal, it reported. In the medium to long-term outlook, demand for shipping may be higher because of this natural disaster, added BIMCO, which provides research for its members, consisting of ship owners, managers, brokers, agents and other maritime stakeholders.

More than 40 ships were scheduled to arrive or leave the port of Yokohama on the fateful Friday. The port is ranked 39th on the JOC list of the top 50 ports of the world in 2009, and it has handled close to 2.8mn 20-foot equivalent units of containers, according to the JOC website. Dry bulk shipping may be impacted in many ways as Japan is a major importer of thermal coal for power generation, iron ore and coking coal for steel production as well as grains for food and feedstock, it added. Several nuclear power plants may be shut down for days or weeks, and coal-fired power plants have experienced coal stocks being flooded, according to the website report. BIMCO has also said tanker shipping may be affected as refineries are on fire, reducing product tanker demand. **Source: Gulf Times**



Three NYK bulkers damaged in Japanese earthquake

Three Nippon Yusen Kaisha (NYK) panamax bulkers were damaged during last Friday's massive tsunami in Japan. All 63 crew onboard three vessels that were in port on Japan's east coast when the tsunami were reported to be safe. The 91,439 dwt, **Shiramizu** was unloading at the port of Soma and the ship was grounded damaging ballast and fuel tanks, leading to an oil spill, NYK said. The 77,739 dwt, **Shirouma**, ran aground in the port of Haramati having been unloading a cargo of coal when the tsunami struck. Flooding of the fuel tank was reported but NYK said it was unknown if there was any oil spill. The 75,359 dwt, bulk **Coral Ring** was unloading coal in the port of Onahama and collided with the pier damaging its hull.

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**



PIL's **KOTA HAKIM** seen anchored off Singapore last Saturday – Photo : Piet Sinke ©
Above photo can also be seen in high resolution in the Maasmond Maritime Flickr photo album , just click [here](#)



Somali pirates free Bangladesh ship with crew

Somali pirates released a Bangladeshi ship with 26 crew after detaining the vessel for more than three months, the ship's owner said on Monday. The M.V. **Jahan Moni** was hijacked about 3,000 km (1,900 miles) east of Somalia on December 5 while sailing to Europe with merchandise from Singapore. Mohammad Shahjahan, the ship's owner, said the hijackers freed the vessel and the crew after prolonged negotiations. He did not give details.

"The ship has left a hideout of pirates and is now sailing toward Shalalah port of Oman," Shahjahan told reporters in Bangladesh's port city of Chittagong. Somali pirates are making tens of millions of dollars in ransoms through seizing ships, including tankers and dry bulkers, in the Indian Ocean and the Gulf of Aden, despite the efforts of foreign navies to prevent such attacks. Source : **Hartfort Courant**

NAVY NEWS



Above seen the Royal Netherlands Navy De Zeven Provinciën Class Frigate **HNLMS TROMP F803** leaving Grand Harbour, Malta on Saturday 12th March 2011.

Photo : Cpt. Lawrence Dalli - www.maltashipphotos.com ©

Hr.Ms. Rotterdam vaart Sint Maarten ceremonieel binnen

Afgelopen zaterdag vond er een bijzondere gebeurtenis plaats in de haven van Phillipsburg. Voor het eerst voer een marineschip het nieuwe land Sint Maarten binnen. De Gouverneur van Sint Maarten, Eugene Holiday en de Commandant der Zeemacht in het Caribisch Gebied en Directeur Kustwacht Caribisch Gebied, brigadegeneraal der mariniers, Dick Swijgman, verwelkomden het amfibisch transportschip van de Koninklijke Marine.

Het was een imposant gezicht toen het 166 meter lange en 27 meter brede marineschip binnenvoer, onder het afgeven van de traditionele saluutschoten aan de Koninkrijksvlag en aan de vlag van de Gouverneur van Sint Maarten. Enkele bemanningsleden van de **Rotterdam** zetten al afgelopen week voet aan wal op Sint Maarten, toen zij in het kader van militaire bijstand de politie en Justitie van Sint Maarten ondersteunden in een sporenonderzoek. Het marineschip vaart momenteel voor de Kustwacht in het Caribisch gebied



Gouverneur **Eugene Holiday** en generaal **Swijgman** ontvangen het marineschip vanaf de wal.

Voor het eerst in de maritieme geschiedenis opereert een amfibisch transportschip als stationsschip in de Caribische Zee voor de strijd tegen de illegale drugshandel. De Rotterdam is ook inzetbaar voor humanitaire hulpverlening en rampbestrijding. Het amfibisch vermogen en de grote capaciteit van het schip om personeel en evacués op te vangen en te vervoeren, maakt het schip uitermate geschikt voor de uitvoering van deze kerntaak. Daarnaast kan het schip voorzien in een primaire levensbehoefte: drinkwater.

US carrier moves away from Japan over radiation

A US aircraft carrier deployed off tsunami-hit Japan for relief efforts has repositioned after detecting low-level



radiation from a malfunctioning nuclear power plants, a US statement said Monday. "The US Seventh Fleet has temporarily repositioned its ships and aircraft away from the Fukushima Dai-Ichi (No. 1) nuclear power plant after detecting low level contamination in the air and on its aircraft operating in the area," the Seventh Fleet said in a statement.

"The source of this airborne radioactivity is a radioactive plume released from the Fukushima Dai-Ichi Nuclear Power Plant." The statement said that the radiation level was so low that it presented no

health risk -- less than one month of exposure to natural background radiation from rocks, soil and the sun. The ship was operating at sea about 160 kilometres (100 miles) northeast of the power plant at the time. "As a precautionary measure, **USS Ronald Reagan** and other US Seventh Fleet ships conducting disaster response operations in the area have moved out of the downwind direction from the site to assess the situation and determine what appropriate mitigating actions are necessary," the statement said.

U.S. Navy Details JSF Buy

The U.S. Navy and Marine Corps strike fighter picture will become clearer under an updated interservice agreement set to be signed March 14, according to a senior defense official. The Tactical Air memorandum of understanding ratifies the Navy Department's plan to buy **680 F-35 Lightning II joint strike fighters (JSF)**, and details the exact mix of variants and who will fly them. Of the total, 260 will be Navy F-35C carrier-based aircraft, 80 will be Marine F-35Cs, and 340 will be Marine F-35B short-takeoff-and-vertical-landing (STOVL) planes.

The agreement also reaffirms that Marine F-35Bs and F-35Cs will continue to rotate in and out of deploying carrier air wings, sharing commitments with Navy F/A-18 E/F Super Hornets and F-35Cs. The Marines will raise the number of carrier-capable squadrons from three to five. The agreement formalizes an earlier decision not to deploy F-35Bs from carriers, but rather to have all Marine squadrons deploying on carriers flying the same C version as their Navy compatriots. The STOVLs will operate from land bases and amphibious ships.

The first Navy F-35C carrier squadron is set to stand up in December 2015, with the first Marine F-35C squadron following a year later. By the mid-2020s, according to Navy planners, each carrier air wing will include two Super Hornet squadrons and two Lightning II squadrons. Every fourth F-35C squadron will be a Marine unit. The Navy continues to plan for a fleet of 10 carrier air wings, with 44 strike fighters per wing, organized into 10- and 12-plane squadrons. The Navy will field 35 strike fighter squadrons composed of Super Hornets or F-35Cs, and the Marines will field five F-35C squadrons.

Ultimately, the Lightnings will serve alongside a fleet of 556 F/A-18 Es and Fs. There is no intention to field an all-F-35 strike fighter force with any carrier air wing, a senior Navy official said. A new, sixth-generation aircraft will be developed as a follow-on to the F-35, and those aircraft will replace the Super Hornets, the official said. Characteristics of the new aircraft - including whether it will be manned, unmanned or optionally manned - have yet to be determined, the official said.

Carrier planners have long wrestled with the issue of integrating the F-35B STOVL onto flight decks. The aircraft are not designed for catapult launch, and would require specific launch-and-recovery operations apart from other aircraft types flown from the ships, the senior Navy official said. They also have different range and ordnance-carrying capabilities than the carrier version. Development of the STOVL version has hit a number of engineering snags, including weight, power and heat issues, and the program is currently on a two-year Pentagon "probation" to solve those issues. Gen. James Amos, the Marine Corps commandant, said he believes those issues can be solved before that time, and that the Corps remains committed to the STOVL version. The Marine F-35s will replace all aircraft in 19 strike fighter squadrons - 12 squadrons flying 261 F/A-18 Hornets, and seven squadrons flying 145 AV-8B Harrier jump jets. All of the current aircraft in those squadrons are to be phased out by 2023.

The new agreement also will relieve the Navy of the need to supply a Hornet squadron to meet Marine land-based expeditionary needs. Those aircraft deploy under the Unit Deployment Program to Marine Corps Air Station Iwakuni, Japan. Seven Marine F-35B squadrons will eventually handle those duties. The updated agreement, a senior Marine official said, also provides for nine F-35B squadrons to work with the seven Marine Expeditionary Units that deploy aboard Navy amphibious ready groups.

Five Reserve squadrons will also fly strike fighters. Three Marine Reserve squadrons will fly the F-35B, one Navy Reserve squadron will operate the F-35C, and one other Navy Reserve squadron will fly single-seat F/A-18E Super Hornets. Renewal of the Tac-Air agreement, the senior defense official said, allows planners to begin working out more detailed schedules of when individual squadrons will switch to the new aircraft. **Source : defense news**

SHIPYARD NEWS

Maritime  **JOBS4U**

Search, Select and Find your **maritime** job

- worldwide jobs
- easy & fast
- per work field
- apply any time

www.maritimejobs4u.com



Above seen the **PRINCESS ANASTASIA** (ex **PRIDE OF BILBAO**) after leaving the drydock at Western Shiprepair in Klaipeda in her new colours of the St.Peter Line, the ferry is due to operated at the St.Petersburg <-> Stockholm route

Photo : Ruud Schollaart ©

Dredger builder IHC Merwede said to be seeking new backers

Reuters reports that **Rabobank** and Dutch billionaire **Cees de Bruin** are planning to sell a stake in **IHC Merwede**, the well known dredger and dredging equipment designer and builder, which is hoping to benefit from a boom in deep-sea mining, people familiar with the matter said. Reuters said the part-sale of IHC, which designs, builds and equips vessels for land reclamation, oil drilling and deep-sea mining, could fetch hundreds of millions of Euros and interest buyout firms and Asian and Middle Eastern shipbuilders.

IHC and its owners - Dutch lender Rabobank's private equity arm Rabo Capital, IHC employees, and a unit of de Bruin's Indofin - hired JPMorgan and Rabobank's own investment bankers to help prepare a sale, the sources said. Potential buyers were set to receive preliminary information ahead of a formal auction, one of the people said, adding that while a minority stake would initially be offered, bidders could ultimately be offered a controlling stake.

IHC Merwede has prospered building one-off ships for dredging companies such as Koninklijke Boskalis Westminster but is now betting on a surge in underwater mining, buying a South African marine-diamond firm MMP last year, and agreeing a mining joint venture with DEME of Belgium last week.

Reuters said strategic bidders could include Singaporean group Keppel Corp, and its domestic rival Sembcorp Marine Ltd; MISC Berhad of Malaysia; and Dubai World's Drydocks World unit. Indofin investment director Maarten Douma confirmed the two banks had been hired but declined to comment further. A Rabobank official declined to comment. IHC Merwede, JPMorgan and Rabo Capital did not respond to requests for comment.

In January, IHC director Bram Roelse told De Tijd, a Belgian newspaper, it was seeking 300-600 million Euros new capital to help fund foreign acquisitions. Roelse said IHC's revenues would grow from 1.1 billion Euros to 1.5-2.0 billion in 3-5 years. **Source : Dredging News Online**



The **CITY OF ST. PETERSBURG** seen arriving at the Remontowa Yard in Gdansk (Poland) for propeller repairs

Photo : Jakub Bogucki ©

Samsung wins repeat windfarm vessel

IHS Fairplay reports that Swire Pacific Offshore of Singapore has ordered a second windfarm installation vessel from South Korean shipbuilder Samsung Heavy Industries.

The latest ship, to be named **Pacific Osprey**, will be a sister to **Pacific Orca**, which was ordered in August last year and due for delivery in June 2012. **Pacific Osprey** is booked for delivery in the fourth quarter of 2012. **Source : Offshore Shipping Online**

ROUTE, PORTS & SERVICES



Monster aan voor een Wereldbaan

Redwise zoekt enthousiaste maritieme professionals voor ship delivery-opdrachten, maritiem uitzendwerk en crew management van o.a. Noordhoek Constructor, Noordhoek Pathfinder, Bremen Hunter en Ievoli Black. Monster aan op crewing@redwise.nl

www.redwise.com



info@redwise.nl

Swire Pacific Offshore's latest AHTS



Swire Pacific Offshore sees a challenging market for its core offshore supply vessel business in 2011 as a result of an oversupply of ships and low charter rates. John Rae-Smith, executive director of Swire's trading and industrial division, said Swire Pacific Offshore was also facing tough competition from other shipowners. "There is a lot of oversupply," he said on board the **Pacific Champion**, an anchor-handling tug supply ship that became the first ship to be christened in Hong Kong by Swire Pacific Offshore. He added this flood of ships was affecting the ability of shipowners to

get work at economic rates. Charter rates for offshore supply vessels like the 16,300-brake horsepower **Pacific Champion** were around US\$9,500 per day at the beginning of this month, according to shipbroker Clarkson. This was slightly higher than the average daily rate for the previous three months of US\$7,432, but lower than the daily average for 2010 of US\$13,509. The surge in oil prices caused by unrest in the Middle East may be felt in renewed oil drilling activity towards the end of this year. "Drilling programmes take six to 12 months to put together," Rae-Smith said.

His comments were echoed by Swire Pacific chairman Chris Pratt in the group's annual results. "The offshore market in all regions where Swire Pacific Offshore operates was very challenging. Despite recovery in demand as oil prices and offshore activity increased, charter hire rates and vessel utilisation remained under pressure," Pratt said. "2011 will be another challenging year for Swire Pacific Offshore, with the offshore supply vessel industry continuing to suffer from an over-supply of tonnage. Vessel utilisation is likely to improve, but charter hire rates are expected to remain depressed. Conditions should improve in the medium-term due to an increase in exploration and production activity," Pratt said. This came as Swire Pacific Offshore saw profit attributable to shareholders tumble 56 per cent last year to

HK\$709 million, down from HK\$1.6 billion in 2009. This followed a slide in turnover to HK\$3 billion in 2010, from HK\$3.9 billion in 2009.

Speaking before his wife Francesca christened the Rolls-Royce designed **Pacific Champion**, Pratt said the ship was the biggest in the Swire Pacific Offshore fleet. The firm has 74 ships in service, with a further 17, including two windfarm installation vessels, under construction. The **Pacific Champion**, built by South Korea's Sekwang Heavy Industries, was delivered last month and is the first of four sister vessels. It will be joined by the **Pacific Commodore**, **Pacific Centurion** and **Pacific Crusader** between the third quarter of this year and the third quarter of 2012. Rae-Smith said the ship would probably start working in Southeast Asia, but was also capable of operating in deep water and harsh Arctic environments. "The **Pacific Champion** cannot break ice, but will be OK if there are icebergs around," he said. "We believe the era of easy oil is over," Rae-Smith said. As a result oil and gas exploration companies were looking at chasing opportunities in "places that are difficult to support". **Pacific Champion** and its sister ships were "perfect for the North Sea".

Port of Singapore's cargo volume grows 2.2% to 82,15 m tons

Trade flows passing through the port of Singapore in Jan-Feb 2011 increased by 2.2% from the same period of 2010, to 82,15 million tons, the Singapore Port Authority press release said.

In the reporting period crude oil shipments declined by 2%, while container traffic increased by 1% to 4,56 million TEUs. Singapore is a city-state located on an island in Southeast Asia. Cargo throughput of the port in 2010 totaled 502 million tons. **Source : PortNews**

DISA

DISA MARITIME BVBA

Ketelaarstraat 5c
B2340 Beerse
Belgium
T: +32(0)14 62 04 11
F: +32(0)14 61 16 88

VCA** ISO 9001
BUREAU VERITAS
Certification

www.disamaritime.com

SUBSEA



CIVIL CONSTRUCTION



ENGINEERING



Providing worldwide underwater solutions

The fifth new vessel joins ADNATCO '&' NGSCO Fleet

ADNATCO, which along with NGSCO comprises the shipping arm of the ADNOC Group of Companies, has taken delivery of the newly built bulk carrier **M.V. Abu Al Abyad** on Friday, March 11, 2011. This is the fifth of 15 new vessels to be delivered by the end 2011. **M.V. Abu Al Abyad**, 57,000 metric ton deadweight, Panamax Size Bulk Carrier, will join the fleet of ADNATCO '&' NGSCO and will be used primarily to carry bulk cargoes such Dry bulk sulphur, Grain, Iron ore, Rock phosphate, Petcock, Soda Ash, Alumina, Coal, DAP, Urea, Break bulk cargoes etc. on behalf of ADNOC and its Group of Companies. The new vessel will be traded also in the open market. "The delivery of Abu Al Abyad at STX Shipyard in South Korea affirms the continuous expansion of our fleet of vessels in order to meet the growing demand of ADNOC Group of Companies for our services" said Mr. Ali Obaid Al-Yabhouni, General Manager of ADNATCO '&' NGSCO. "The fleet expansion has creates new business opportunities and exciting jobs for UAE Nationals aspiring to take careers as marine officers and engineers" he added. Our ambitious cadetship program, offers young UAE high school graduates an opportunity for future prosperous career with the company and with the other marine industry interests ashore and off-shore. **Source: WAM**



The **SPRING BREEZE I** with onboard pilot **Reinier Verschoor** seen passing Puttershoek enroute Moerdijk
Photo : Marijn van Hoorn ©

OOIL back in black with US\$1.8 billion net profit

HONG KONG's Orient Overseas (International) Limited has posted a US\$1.86 billion net profit in 2010 against a loss of \$402.3 million in 2009, the company announced also declaring its container volumes had nearly returned to pre-downturn highs of 2008. Results include \$1 billion profit from the sale of OODL, the group's former mainland property business, the absence of which leaves the company free to focus on its core container business, increase market share and put more tonnage on the water.

Profit attributable to shareholders from Orient Overseas Container Line (OOCL) the OOIL Group's principal holding, was \$841.6 million against a loss of \$376.9 million in 2009. Said OOIL chairman CC Tung: "2010 was another extraordinary year for the container shipping. The extent of the rebound has been beyond all expectations. Unusually strong demand and positive trading conditions saw our liftings near 2008 levels. Improvements in freight rates combined with cost savings produced a record profit."

OOCL box volume increased 15 per cent year on year. Volume and revenue increases were amplified in the last three quarters of 2010 due to the very low base of the previous year, said the OOIL statement. "The group is well positioned to grow the OOCL business - enhancing its market position and maintaining superior profit margins. The group will invest in the expansion of box fleets and in terminal infrastructure to support demand growth," said Mr Tung. Near the end of 2010, OOCL placed an order for two additional vessels with capacity of 8,888 TEU each from Hudong-Zhonghua Shipyard (Group) Co Ltd in China. With this new order, it has eight new buildings of 8,888 TEU each from Hudong for delivery between 2011 and 2014, with the first two vessels due with in a few months.

"The outlook for 2011 remains positive though the level of demand growth is unlikely to be repeated. While global economic growth in 2011 is likely to be muted, we do expect supply and demand to be in near balance," he said.

Source : Schednet

Komende donderdag 60 maritieme organisaties ontmoeten?

Aanstaande donderdag 17 maart 2011 zal namens het innovatieproject Shore Support een interessant seminar gehouden worden bij TNO in Soesterberg. Het onderwerp 'Leasen van equipment' zal vanuit verschillende maritieme hoeken worden bekeken en besproken. Inmiddels hebben 80 personen van meer dan 60 maritieme organisaties (overheid, rederijen, toeleveranciers, werven, kennisinstellingen etc.) zich ingeschreven voor dit seminar.

De opzet van het seminar is dat sprekers ongeveer 10 minuten presenteren, waarna naar aanleiding van bepaalde

scherpe stellingen (met mogelijkheden tot voor- of tegenargumenten), gediscussieerd zal worden. Deze aanpak werd bij eerdere seminars als zeer prettig

ervaren onder aanwezigen. Zodoende is het mogelijk een plenair gedeelte wat meer interactief te maken. Alvorens in te gaan op het leasen van scheepsonderdelen, zullen de resultaten van het door TNO uitgevoerde Shore Support onderzoek gepresenteerd worden. Hieronder vindt u het programma voor dit seminar:

| | | |
|---------------|--|--|
| 14.00 – 14.20 | Welcome for rest of seminar delegates | |
| 14.20 – 14.30 | Introduction to the Platform Shore Support | Gert Jan Huisink (<i>HME</i>) |
| 14.30 – 15.30 | Outcomes of the TNO research (incl.Q&A) | Wilfried Post (<i>TNO</i>) |
| 15.30 – 16.30 | TNO Tour or time to network | |
| 16.30 – 16.50 | Responsibilities in case of leasing | Erik Klok (<i>Traduco</i>) |
| 16.50 – 17.10 | Would you lease your safety equipment? | Lukas Folkers (<i>Datema</i>) |
| 17.10 – 17.30 | Lease: the solution (?) | Cees Nobel (<i>VEKA Group</i>) |
| 17.30 – 17.50 | Consequences of leasing for a shipowner | Maarten ten Wolde (<i>Wagenborg</i>) |
| 17.50 – 19.00 | Network drinks & snacks | |

Laatste kans om in te schrijven

U kunt zich nog opgeven via de volgende [link](#), of door een email te sturen naar it@hme.nl (Izabella van Tuijl, projectleider innovatie HME, 06-30150241). De inschrijving sluit om 16.00u VANDAAG (woensdag 16 maart)

Kosten

Gratis voor deelnemers aan het Platform Shore Support

€ 25, - excl. BTW voor studenten

€ 75, - excl. BTW voor leden van HME, VNSI en KVN R niet deelnemend aan het project

€ 125, - excl. BTW voor overige belangstellenden



Above seen the **ZUIDERDAM** (left) and the **NIEUW AMSTERDAM** seen anchored off Half Moon Cay (charted as Little San Salvador) in the Bahamas, in front seen tenders of both cruiseliners alongside

Photo : Tim Lodder ©

Carlyle, Seaspans, Tiger jv to spend \$5bn on vessels

The Carlyle Group and Tiger Group Investments Partner with Seaspans Corporation, the Washington Family, Gerry Wang and Graham Porter have formed a joint venture to acquire more than \$5bn in container, dry bulk, tanker vessels and other shipping assets. The move was made to capitalise on increasing demand in the shipping sector, a statement from investment firm Carlyle said Monday. The new joint venture will commence business immediately and expects to deploy up to \$900m in equity capital during the next five years. It will primarily focus on bringing together Chinese shipbuilders, lenders and state-owned companies to support China's desire to increase the amount of cargo it controls. "There is increasing desire among Chinese state-owned entities to control the ships that transport their goods around the world," said Wang, who will remain as ceo of Seaspans through 1 January 2013. Wang added that Seaspans has signed a letter of intent with a Chinese shipyard to build a "significant" order of 10,000 teus new panamax vessels.

Source : Seatrade Asia



The **PACIFIC SCIROCCO** was christened at the Samsung yard in Geoje, with the announcement that Pacific ordered 2 new drillships more. Photo : Kevin Lutter ©

Dredging Project on East Keppel Fairway Starts

Maritime and Port Authority of Singapore announces started of dredging works on East Keppel Fairway, with effect from 14 Mar 2011 to 13 Sep 2011. Dredging works will be carried out by a Trailing Suction Hopper Dredger (TSHD)

Queen of Penta Ocean in sectors A, B or C. While dredging, **Queen of Penta Ocean** will maintain a speed of about 2 knots. The TSHD will only dredge in one sector at a time. **Source : Dredging Today**

Seaspan Q4 profit up to \$141.59 mln

Seaspan Corp. Monday posted increase in fourth-quarter profit, reflecting higher revenue and operating earnings. Net earnings increased to \$141.59 million or \$1.60 per share from \$74.69 million or \$0.78 per share year ago. Normalized net earnings attributable to common shareholders amounted to \$19.27 million compared to normalized earnings of \$14.79 million last year.

Nine analysts polled by Thomson Reuters expected the company to report earnings of \$0.32 per share for the quarter. Analysts' estimates typically exclude one-time items. Revenue rose to \$117.95 million from \$78.58 million prior year, while analysts anticipated revenue of \$117.12 million. The increase in revenue is due to an increase in operating days and the dollar impact thereof for the quarter and year ended December 31, 2010. Gerry Wang, Chief Executive Officer, said, "For 2011, we anticipate that we will be able to increase our annualized dividend by approximately 50 percent to \$0.75 per share, starting with a \$0.1875 per share dividend for the first quarter of 2011." **Source : PortNews**

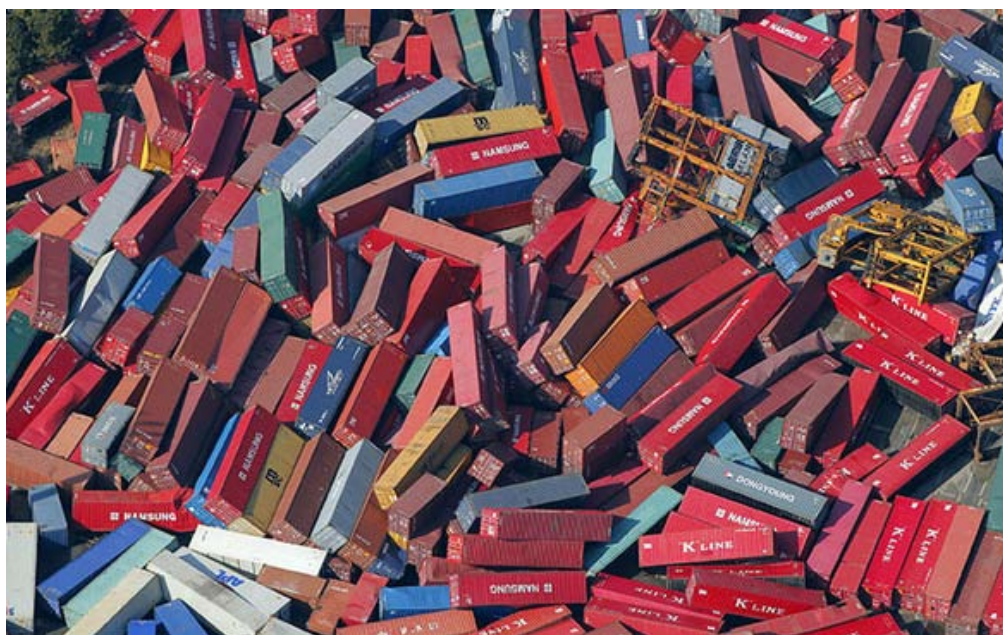
Thome Ship chooses MarineLink's e-solution

Thome Ship Management has signed a three-year contract to use MarineLink eCommerce provided by EDB ErgoGroup for its purchasing operations. The contract covers Thome Ship's entire fleet of about 150 vessels. Thome Ship will utilise MarineLink to implement eCommerce functionality towards its suppliers in the areas of handling inquiries, processing invoices, improving data quality and lower costs, among others. "More than 2,700 vessels are now trading through EDB ErgoGroup MarineLink, and the EDB ErgoGroup eCommerce solution is managing more than 15,000 integrated businesses performing over 250 million eCommerce transactions annually," said Jonny Lotten of EDB ErgoGroup. EDB ErgoGroup had last year acquired Wilhelmsen Ships Service's eCommerce solution MTS. It was renamed as MarineLink and integrated into EDB ErgoGroup's eCommerce platform. **Source : Seatarde Asia**

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER, YOUR ADDRESS WILL BE "DEACTIVATED" AUTOMATICALLY IF THE MAIL IS BOUNCED BACK TO OUR SERVER
If this happens to you please send me a mail at newsclippings@gmail.com to reactivate your address again, please do not write this in the guestbook because I am not checking this guest book daily.

Shipping Giant Says Japan Ports Are Operational

One bellwether of any recovery in Japan's international trade after the earthquake and tsunami will be Maersk, the world's largest container shipping line. No Maersk employees were harmed at home or at work during the natural disaster Friday, and none of the berths or cranes at any of the major Japanese ports suffered any significant damage, said Tim Smith, the chief executive for North Asia at Maersk, in an interview on Monday afternoon at his office near Hong Kong harbor. But only a third of Maersk's employees in Japan were even able to make it to work Monday morning because trains were not running even to ports south of Tokyo. The employees who did make it to work have found it uncommonly quiet. "The phones aren't ringing," Mr. Smith said, as few cargos are showing up at the ports to be loaded on vessels. Many factories have closed temporarily because of power cuts, Mr. Smith said, adding that Maersk expected energy-intensive factories and those producing raw materials to stay closed the longest. Maersk has not yet canceled any stops by its big transoceanic ships at the big Japanese ports. The large ships do not call at the small ports of northeast Japan, a mainly agricultural area served by smaller vessels that bring cargos down to major ports like Yokohama for transoceanic shipment. Small ports close to the earthquake were heavily damaged by the earthquake and tsunami and could have severely impaired operations for months. Major shipping lines are still trying to decide what to do with cargos arriving in southern Japan for transshipment to northeast Japan. "We're probably



going to take it to Tokyo-Yokohama and wait and see," Mr. Smith said. Industrial cargos coming out of northeast Japan by ship are mostly limited to cameras and automobile tires. But northeast Japan accounts for a small enough share of Japan's tire production that it should not cause severe disruption to the auto sector, Mr. Smith said. The northeast region also produces computer chips, watches and other precision instruments that are sent out by truck and air, part of a tradition of precision engineering that dates back to World War II, when bomb fuse

factories were located there because it was hard for American bombers to reach from the south. Ken Cambie, the chief financial officer of the Orient Overseas group, a big Hong Kong-based container shipping line, said at his company's semiannual earnings press conference on the other side of Hong Kong harbor on Monday morning that he was also not aware of any significant damage to berths or cranes at major Japanese ports. Orient Overseas only lost 500 containers destroyed by the tsunami, not all of them even laden, he said. **Source: The International Herald Tribune**



RUYSCH
SINCE 1935 ■ INTERNATIONAL BV

Minimize expenses without jeopardizing the quality of maintenance on diesel engines.

OEM stockist for:

- SWD: R150, DRO210, F240, SW280, TM410
- Sulzer: Z40/48, ZA40(S), 25/30
- ABC: MDX
- Other European-built four-stroke engines

info@ruysch.nl www.ruysch.nl



First call of Delta boxship to FSC terminal in St. Petersburg

The estimated time of arrival of the 868teu **Jork Rider** container ship of Delta Shipping Lines to the new terminal of Forth Stevedoring Company (FSC) at the port of St. Petersburg is March 18, the shipping company's press release said.

FSC is part of the 'Sea Port St. Petersburg' Group (controlled by Universal Cargo Logistics Holding). The terminal has been operating since January 27, 2011. The FSC terminal encompasses 28,7 ha and is capable of handling export/import containers, including reefer containers at amount of 345,000 TEUs a year. The terminal has warehouse facility for simultaneous storage of 9,000 TEUs containers.

Since February this year Delta Shipping's containerships have made calls to the terminal of Petrosport (PLP, owned by Global Ports, part of N-Trance Group). The service port rotation:: Tilbury (England) - Hamburg (Germany) - St. Petersburg (Russia). Established in 2004 Delta Shipping Lines is an independent private container operator operating a fleet of modern ice-class containerships. The company specializing in door-to-door services from Europe to Russia and vice versa. **Source : Portnews**



The **LUCY ESSBERGER** seen departing from Rotterdam – **Photo : Kees Torn ©**

Kirby Corporation swoops on K-Sea in \$600 million acquisition

Inland tank barge giant Kirby Corporation (NYSE:KEX) is going coastal. It has entered a definitive agreement that will see coastwise tank barge operator K-Sea Transportation Partners L.P. (NYSE:KSP) become a wholly-owned Kirby subsidiary. K-Sea says that its management team will continue to run the day-to-day operations of the coastwise business after completion of the transaction. The merger agreement was unanimously approved by K-Sea's Board of Directors, acting upon the unanimous recommendation of its conflicts committee.

Under the terms of the agreement, K-Sea's common unitholders will have the right to elect to receive either (a) \$8.15 in cash; or (b) \$4.075 in cash plus 0.0734 of a share of Kirby's common stock for each common unit. K-Sea's preferred unitholders will receive \$4.075 in cash and 0.0734 of a share of Kirby's common stock for each preferred unit. K-Sea's general partner will receive \$8.15 in cash for each general partner unit and \$18 million in cash for K-Sea's incentive distribution rights.

The transaction price of \$8.15 per K-Sea common unit is a 26 percent premium to the closing price on Friday, March 11 and a 38 percent premium to the 30-day average closing price. The equity in the transaction is valued at approximately \$335.3 million based on approximately 38.9 million units outstanding, and is expected to close in the second or third calendar quarter of 2011.

Kirby says the total value of the transaction is approximately \$600 million, consisting of \$335 million for K-Sea's equity and the refinancing of \$265 million of K-Sea debt. Kirby will finance the deal through a combination of available cash,

borrowing under Kirby's revolving credit facility, a new bank term loan of up to \$540 million and the issuance of Kirby common stock. The closing of the transaction is expected to occur in June or July 2011 s.

K-Sea's fleet, comprised of 58 tank barges with a capacity of 3.8 million barrels and 63 tugboats, operates along the East Coast, West Coast and Gulf Coast of the United States, as well as in Alaska and Hawaii. K-Sea's tank barge fleet, 54 of which are doubled hulled, has an average age of approximately nine years and is one of the youngest fleets in the coastwise trade. K-Sea's customers include major oil companies and refiners, many of which are current Kirby customers for inland tank barge services. Headquartered in East Brunswick, New Jersey, K-Sea has major operating facilities in New York, Philadelphia, Norfolk, Seattle and Honolulu.

Joe Pyne, Kirby's Chief Executive Officer, commented, "We are very pleased to announce our agreement with K-Sea subject to their unitholders' approval. K-Sea is uniquely well positioned within the U.S. coastwise tank barge business, and will be a terrific complement to Kirby's existing inland tank barge transportation service. With one of the youngest and largest fleets in its sector, K-Sea stands to benefit from the retirement of older tank barges in the coastwise trade, so we believe that the timing of this transaction is very favorable. K-Sea is a great foundation from which to expand our liquid transportation business into the U.S. Jones Act coastwise trade and better serve our customers. K-Sea has a very strong management team led by Tim Casey, great customer relationships, and a good operating reputation in the industry. The Kirby management team looks forward to working with Tim Casey and his management team as we continue to grow Kirby and enhance our shareholders' value."

Mr. Pyne further commented, "We expect the positive earnings impact from K-Sea on our 2011 results will be offset by one-time transaction fees of approximately \$.05 per share. Accordingly, our guidance for 2011 remains in the \$2.55 to \$2.80 per share range. Projected full calendar year 2011 revenues for K-Sea are anticipated to be in the \$240 to \$280 million range. Assuming a closing in July, anticipated revenues for Kirby from K-Sea's operations would be in the \$130 to \$150 million range. For 2012, we expect a positive contribution to earnings from K-Sea's operations." **Source :** [MarineLog](#)

Hanjin, Cosco, UASC, CCNI offer Europe-South America loop

THE Hanjin Chennai docked earlier this month at the German port of Hamburg for the first time within the scope of a new North Europe to east coast of South America service, jointly operated by Hanjin Shipping, United Arab Shipping Co (UASC), Cosco and Compania Chilena de Navegacion Interoceanica (CCNI).

The new ESE service deploys a total of six 2,500-TEU ships on a weekly basis between Hamburg and the Brazilian ports of Rio de Janeiro, Santos (northbound and southbound) and Itajai, a statement from Hamburg port authorities said. It said the ESE service represents a further stage in Hanjin Shipping's diversification plans and comes in response to the change in global cargo flows and markets.

"Our customers operate globally and therefore we have to provide them with diversified, global services. Hamburg is and will remain an important hub for both our company and our customers," said YK Song, managing director of Hanjin Shipping Europe regional headquarters.

Before its participation in the ESE service, the German shipping line had previously booked cargo space on the River Plate Express between Hamburg South and Alianca. Together with the "K" line (Condor Express), CCNI served South America's west coast from Hamburg, the port authorities said. They maintain that Cosco has so far only "actively" participated in the trade to South America from Asia, while South America is described as being a completely new area of operation for UASC.

The statement from port authorities said that in 2010 container traffic between Hamburg and the east coast of South America increased by 10.6 per cent compared to the previous year to 260,000 TEU. Box volume to Brazil alone accounted for more than 189,000 TEU. Brazil is now Hamburg's third most important sea freight trading partner. Imports from Brazil via Hamburg chiefly comprise iron ore, oilseeds, raw coffee and meat, while exports via Hamburg port to Brazil are mainly fertilisers, vehicles, machinery, plant parts and chemical products.

They added officials will be presenting the port's services at the intermodal South America trade fair in Sao Paulo, Brazil from April 5-7. **Source :** [Schednet](#)

MARITIME ARTIST CORNER



Painting of the **WINDSOR CASTLE** by **ROB ANDREW** – www.robandrew.co.uk

.... PHOTO OF THE DAY



View of the pilot from the wheelhouse of the 349 mtr long **ZIM ROTTERDAM** whilst entering the Amazoneharbour in Rotterdam-Europoort – **Photo : Rik van Marle ©**

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information

UNSUBSCRIBE / UITSCHRIJF PROCEDURE

To unsubscribe click [here](#) (English version) or visit the subscription page on our website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=en-US>

Om uit te schrijven klik [hier](#) (Nederlands) of bezoek de inschrijvingspagina op onze website.

<http://www.maasmondmaritime.com/uitschrijven.aspx?lan=nl-NL>